

UNCLASSIFIED

PAGE:0003

ENVELOPE

CDSN = CFS641 MCN = 99097/34166 TOR = 990972341
RTTUZYUW RUEKJCS6456 0972341-UUUU--RUEALGX.
ZNR UUUUU

HEADER

R 072341Z APR 99
FM JOINT STAFF WASHINGTON DC
INFO RUEALGX/SAFE (b)(3):(b)(3)50 USC 403g
R 050722Z APR 99 ZYB
FM CDR JTF-FA HONOLULU HI//J2//
TO RHWRAAA/HQ AFPC RANDOLPH AFB TX//DPWCM//
INFO RUEKJCS/SECDEF WASHINGTON DC//USDP:ISA/DPMO//
RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
RUEHC/SECSTATE WASHINGTON DC//CA/OCS/ACS/EAP/VLC//
RUEKJCS/JOINT STAFF WASHINGTON DC//J5//
RUEAIIA/CIA WASHINGTON DC [REDACTED]
RUEKDIA/DIA WASHINGTON DC
RHHMUNA/USCINCPAC HONOLULU HI//J32//
RUEKJCS/USCINCPAC LO WASHINGTON DC
RUEHBK/USDAO BANGKOK TH//PW-MIA//
RUHVAAA/CDRUSACILHI HICKAM AFB HI//TAPC-PED-H//
BT

CONTROLS

UNCLAS //N03460//
SECTION 01 OF 02

/***** THIS IS A COMBINED MESSAGE *****/

BODY

MSGID/GENADMIN/CDR JTF-FA/J222//
SUBJ/ANALYSIS OF MATERIAL EVIDENCE ASSOCIATED WITH CASE 1309//
REF/A/RMG/CDR JTF-FA/261945ZJUN98//
REF/B/RMG/CDR JTF-FA/211851ZAUG98//
RMKS/1. REF A IS THE DETAILED REPORT OF EXCAVATION (DRE) OF CASE 1309 CONDUCTED DURING THE 50TH JOINT FIELD ACTIVITY (JFA). REF B IS THE DRE OF CASE 1309 CONDUCTED DURING THE 51ST JFA.
2. FROM 23 APR THROUGH 16 MAY AND 29 JUN THROUGH 13 JUL 98, JOINT US/SRV TEAMS EXCAVATED A SUSPECTED F-4D CRASH SITE AT GRID COORDINATE 48QXD 63636 99718 IN QUANG BINH PROVINCE, VIETNAM. JTF-FA ANALYSIS INDICATES THE ITEMS RECOVERED ARE SUFFICIENT TO ESTABLISH A PROBABLE CORRELATION TO THE AIRCRAFT INVOLVED IN THE CASE 1309 INCIDENT.
3. THE TEAM RECOVERED THE FOLLOWING AIRCREW RELATED ITEMS DURING THE 50TH JFA (REF A):
A. NUMEROUS OXYGEN HOSE PIECES.
B. PARACHUTE WITHDRAWAL LINE PORTION.
C. SEVERAL LIFE PRESERVER (LPU) PIECES
D. .38 CALIBER GUN BARREL.
E. LAPBELT PORTION.
F. AIRCREW BOOT PORTION WITH LACE
G. NUMEROUS DOCUMENT PROTECTOR PIECES.
H. AIRCREW BOOT SOLE PORTIONS.

OASD DPMO	
Date Received	8 Apr 99
Watch Officer	RE
Distro	Act / Info
Director	_____
Deputy Dir	_____
Chief of Staff	_____
Exec Asst	_____
Gen Counsel	_____
Pol/Plns	_____
Res/Analyst	_____
Jt Comm Spt	_____
Ref/DOC	_____
Ext Affairs	_____
Resource Mgmt	_____
RA-SEA	_____
_____	_____
_____	_____
_____	_____
_____	_____

Tyler, G.E. 1309

Lawrence, B.E. 1222

Silver, E.D.

Palmer, G.S. [REDACTED]

Midnight 0806

(b)(3):(b)(3) McCain

(b)(3):(b)(3) McCain

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Reviewed by DPMO IAW US § 435
Note & DOD 5400.7-R
Date: 5 MAR 2012 Initials: RW

QC by: DPMO
Date: 15 JUN 2012
Initials: LMR

- I. FLIGHT SUIT PIECES.
 - J. NUMEROUS MAP PIECES.
 - K. AIRCREW UPPER OXYGEN HOSE PORTION.
 - L. DROUGUE PARACHUTE PORTIONS.
 - M. UNIDENTIFIED WEBBING PIECE WITH PULL-THE-DOT FASTENER.
 - N. UNIDENTIFIED FRICTION ADAPTER WITH WEBBING.
 - O. NUMEROUS ANTI-G SUIT PIECES.
 - P. PARACHUTE RISER SHOULDER HARNESS RELEASE FITTING.
 - Q. OXYGEN MASK HELMET RECEIVER PIECE.
 - R. POSSIBLE SURVIVAL KIT RELEASE HANDLE.
 - S. SURVIVAL KIT HOLD DOWN STRAP.
 - T. PARACHUTE CONTAINER PORTION.
 - U. TYPE III NYLON CORD PIECE.
4. THE TEAM PHOTOGRAPHED AND LEFT IN PLACE FOUR EJECTION SEAT ROCKET MOTOR PIECES.
5. THE TEAM RECOVERED THE FOLLOWING AIRCREW RELATED ITEMS DURING THE 51ST JFA (REF B.):
- A. VARIOUS SURVIVAL KIT MATERIAL PIECES.
 - B. MINIMUM SURVIVAL KIT PORTION.
 - C. NUMEROUS UNIDENTIFIED WEBBING PIECES.
 - D. BOOT SOLE PORTION BEARING: SIZE 12.
 - E. FLIGHT MAP PIECES.
 - F. PARACHUTE CONTAINER PIECES.
 - G. UNIDENTIFIED RUBBER MATERIAL PIECES.
 - H. UNIDENTIFIED PLASTIC MATERIAL PIECES.
 - I. ANTI-G SUIT MATERIAL PIECES.
 - J. LPU MATERIAL PIECES.
 - K. ONE-HALF LIFE RAFT REPAIR PLUG.
 - L. SURVIVAL KIT RUCKSACK PORTION WITH ZIPPER.
 - M. PARACHUTE MATERIAL PIECES.
 - N. VELCRO MATERIAL PIECES.
 - O. SURVIVAL VEST MATERIAL PIECE.
 - P. PERSONAL LOWERING DEVICE (PLD) PORTIONS.
 - Q. SURVIVAL MATCH CONTAINER PIECE.
 - R. PLD HARDWARE POCKET PIECE.
 - S. PARACHUTE RISER WEBBING PIECE.
 - T. LPU HARNESS MATERIAL PIECE WITH BUCKLE.
 - U. VARIOUS UNIDENTIFIED MATERIAL PIECES.
 - V. LPU CONTAINER COVER PIECES.
 - W. SNAP FASTENER.
 - X. SEA MARKER DYE CONTAINER PIECE.
 - Y. TORSO HARNESS WEBBING PIECES.
 - Z. NUMEROUS ZIPPER TEETH.
 - AA. EJECTION SEAT PIECE WITH: MBEU 611H5/5, MBEU 612H5/3.
 - BB. UNIDENTIFIED METAL PIECES.
 - CC. PARACHUTE PIN.
 - DD. SMALL ARMS CASING.
 - EE. FLIGHT SUIT MATERIAL PIECE.
 - FF. OXYGEN HOSE PORTION.
6. THE TEAM RECOVERED THE FOLLOWING AIRCRAFT RELATED COMPONENTS DURING THE 51ST JFA (REF B):

- A. DATA PLATE WITH: SERVOVALVE, MOD ?2195A SER ?086, PART NO. 01022297, PAT NO. 2,767,689, SERVO CONTROLS, EAST AURORA NY.
 - B. DATA PLATE WITH: FLUTTER DAMPER, ?3056701, ?3169 DAT? 67.
 - C. METAL WITH: 32 32037141.
 - D. METAL WITH: 32-87154-?.
7. THE TEAM PHOTOGRAPHED AND LEFT ONE METAL PIECE WITH: 32-19752 (MACHINE STAMPED), 32 503 (INK STAMPED).
8. JTF-FA ANALYSIS INDICATES: THE OXYGEN HOSE PIECES (PARA 3A, 3K, AND 5FF) ARE PART OF THE OXYGEN DELIVERY SYSTEM. THE WITHDRAWAL LINE (PARA 3B) PULLS THE RECOVERY PARACHUTE (PARA 3U, 5M, AND 5S) CANOPY FROM IT'S CONTAINER (PARA 3T, AND 5F,) ONCE THE CLOSURE PINS (PARA 5CC) ARE EXTRACTED. THE LPU PIECES (PARA 3C, 5J, AND 5V) ARE FROM THE FLOATATION DEVICES WORN ON THE UPPER TORSO. ONE ARTIFACT PREVIOUSLY IDENTIFIED AS BEING LPU RELATED (PARA 5T) IS IN FACT A PORTION OF THE PCU-12/P PLD COVER. A PLD (PARA 5P AND 5R) IS PROVIDED TO ENABLE A CREW MEMBER TO LOWER HIMSELF TO THE GROUND AFTER PARACHUTE DESCENT INTO TREES. THE .38 CALIBER GUN BARREL (PARA 3D) IS FROM THE STANDARD ISSUE SMITH AND WESSON PERSONAL DEFENSE WEAPON. THE WEAPON WAS EITHER STOWED IN A HOLSTER SEWN TO THE SURVIVAL VEST (PARA 5O), OR IN A HOLSTER SUSPENDED FROM A WEB BELT. THE LAPBELT PORTION (PARA 3E) IS IN FACT WEBBING FROM THE TORSO HARNESS (PARA 3N AND 5Y). THE SMALL ARMS CASING (PARA 5DD) IS ONE OF THE BULLETS USED WITH THE .38 CALIBER WEAPON. THE LETTERS/NUMERS "RA65" STAMPED ON THE CASING RIM INDICATE THE BULLET WAS MANUFACTURED BY REMINGTON ARMS IN 1965. THE CLEAT PATTERN ON THE BOOT SOLE PIECES (PARA 3F, 3H, AND 5D) MATCHES THOSE FOUND ON STANDARD ISSUE JUNGLE BOOTS. ONE SOLE PIECE HAS THE NUMBER 12 MOLDED INTO IT. ONE OF THE FLIGHT SUIT PIECES (PARA 3I AND 5EE) IS FROM THE ONE-PIECE FLYERS COVERALL. THE SECOND PIECE IS PROBABLY FROM THE ANTI-G SUIT. THE ANTI-G SUIT (PARA 3O AND 5I) IS A ONE-PIECE INFLATABLE

/***** BEGINNING OF SECTION 002 *****/

SUBJ/ANALYSIS OF MATERIAL EVIDENCE ASSOCIATED WITH CASE 1309// GARMENT WORN AROUND THE PILOT'S LOWER WAIST AND LEGS. THE MAP PIECES (PARA 3J AND 5E) ARE FROM A DOD EVASION CHART ISSUED TO CREW MEMBERS AND TYPICALLY CARRIED IN THE SURVIVAL VEST OR FLIGHT SUIT POCKETS. THE SEAT INSTALLED DROGUE PARACHUTE (PARA 3L) AIDS IN DECELERATING AND STABILIZING THE EJECTION SEAT AFTER SEPERATION FROM THE AIRCRAFT. THE WEBBING PIECE WITH A PULL-THE-DOT FASTENER (PARA 3M) IS FROM A FLYERS HELMET CHIN STRAP. THE RELEASE FITTING (PARA 3P) IS ACTUALLY A LAPBELT FITTING. THE PRESENCE OF A TEFLON ROLLER ON THE ARTIFACT INDICATES IT ORIGINATED FROM THE SEAT LAP BELT. A TIME COMPLIANCE TECHNICAL ORDER (TCTO) DIRECTED THE INSTALLATION OF THIS ROLLER ON THE LAPBELT FITTING, WHILE LEAVING THE PARACHUTE CANOPY RELEASE FITTINGS UNCHANGED. TCTO RECORDS FOR THE CASE 1309 AIRCRAFT CONFIRM THIS MODIFICATION WAS COMPLETED ON 5 AUG 1968. ALSO COMPLETED ON THAT DATE WAS A TCTO DIRECTED SEAT UPGRADE. THIS UPGRADE (FROM THE MARTIN BAKER MK H5, TO THE MK H7 EJECTION SEAT SYSTEM) INCORPORATED ROCKET MOTORS (PARA 4) ON THE EJECTION SEAT.

THE OXYGEN MASK HELMET RECEIVER PIECE (PARA 3Q) IS MOUNTED ON THE FLYER'S HELMET SHELL AND IS USED TO HOLD THE OXYGEN MASK FACEFORM FIRMLY TO THE PILOT'S FACE DURING FLIGHT. THE POSSIBLE KIT RELEASE HANDLE (PARA 3R) IS ACTUALLY A CAM LINK FROM THE J-79-GE-15 ENGINE. R/F-4C AND F-4D AIRCRAFT WERE EQUIPPED WITH THE J-79-GE-15 ENGINE. THE HOLD-DOWN STRAP (PARA 3S) IS USED TO SECURE THE SURVIVAL KIT (PARA 5A) IN PLACE DURING FLIGHT. THE LIFE RAFT REPAIR PLUG (PARA 5K) AND SEA MARKER DYE (PARA 5X) ARE TWO OF THE MANY COMPONENTS STORED IN THE SURVIVAL KIT. THE SURVIVAL KIT RUCKSACK PORTION WITH ZIPPER (PARA 5L) AND THE UNIDENTIFIED RUBBER MATERIAL PIECES (PARA 5G) ARE ACTUALLY FROM THE AIRCRAFT FUEL BLADDER. THE MATCH CONTAINER (PARA 5Q) IS A COMPONENT INSTALLED IN BOTH THE SURVIVAL KIT AND SURVIVAL VEST. THE EJECTION SEAT PIECE (PARA 5AA) IS A COMPONENT OF THE SHOULDER HARNESS RELEASE MECHANISM. THE DATA PLATE (PARA 6A) IDENTIFIES AN AUTOPILOT TRANSFER VALVE. THE FLUTTER DAMPER (PARA 6B) IS A COMPONENT OF THE RUDDER ASSEMBLY. THE METAL PIECE (PARA 6D) IS AN ELECTRONIC EQUIPMENT RETAINER. THE METAL PIECE PHOTOGRAPHED AND LEFT IN PLACE (PARA 7) IS AN OUTER WING LEADING EDGE FLAP LINK ASSEMBLY. THE WEBBING (PARA 5C), VELCRO (PARA 5N), SNAP FASTENERS (PARA 5W), AND ZIPPERS (PARA 5Z) ARE USED ON MANY ITEMS AND CAN NOT BE ATTRIBUTED TO A SPECIFIC EQUIPMENT ITEM. THE REMAINING ITEMS CAN NOT BE IDENTIFIED.

(b)(3):(b)(3) McCain

9. JTF-FA COMMENTS: ALL AIRCRAFT COMPONENTS RECOVERED ARE APPLICABLE TO F-4 AIRCRAFT. LIFE SUPPORT EQUIPMENT RECOVERED FROM THE CRASH SITE CONFIRMS AT LEAST ONE CREW MEMBER WAS IN THE AIRCRAFT AT IMPACT. THE AIRCREW RELATED EQUIPMENT RECOVERED INDICATES THIS INCIDENT INVOLVED A USAF F-4 AIRCRAFT AND CREW. JTF-FA FILES INDICATE THERE ARE THREE OTHER USAF F-4 CRASH SITES (CASES 0806, [REDACTED] 1222) WITHIN 15 KILOMETERS OF GRID COORDINATE 48QXD 63636 99718. TCTO COMPLIANCE RECORDS INDICATE THE CASE 1309 AIRCRAFT IS THE ONLY AIRCRAFT OF THE FOUR MODIFIED WITH THE MK H7 MARTIN BAKER EJECTION SEAT UPGRADE. JTF-FA ANALYSIS INDICATES THE ITEMS RECOVERED ARE SUFFICIENT TO ESTABLISH A PROBABLE CORRELATION TO THE AIRCRAFT INVOLVED IN THE CASE 1309 INCIDENT.

10. FOR HQ AFPC: THIS INFORMATION IS FORWARDED FOR APPROPRIATE ACTION. A COPY OF REF A WAS PROVIDED ON 29 JUL 98. A COPY OF REF B WAS PROVIDED ON 28 AUG 98.

11. EVAL [REDACTED]

ADMIN

BT

#6457

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